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RR RUEHWEB

DE RUEHNT #0564 1401147
ZNR UUUUU ZZH
R 191147Z MAY 08
FM AMEMBASSY TASHKENT
TO RUEHC/SECSTATE WASHDC 9672
INFO RUEHZG/NATO EU COLLECTIVE
RUEHAH/AMEMBASSY ASHGABAT 3966
RUEHTA/AMEMBASSY ASTANA 0179
RUEHEK/AMEMBASSY BISHKEK 4581
RUEHLM/AMEMBASSY COLOMBO 0460
RUEHKA/AMEMBASSY DHAKA 0384
RUEHDBU/AMEMBASSY DUSHANBE 0463
RUEHIL/AMEMBASSY ISLAMABAD 4187
RUEHKT/AMEMBASSY KATHMANDU 0499
RUEHMO/AMEMBASSY MOSCOW 7414
RUEHNE/AMEMBASSY NEW DELHI 1132
RUEHUM/AMEMBASSY ULAANBAATAR 0132
RUEHAK/AMEMBASSY ANKARA 2782
RUEHBUL/AMEMBASSY KABUL 2468
RUMICEA/USCENTCOM INTEL CEN MACDILL AFB FL
RUEAIIA/CIA WASHDC
RHEHNSC/NSC WASHINGTON DC 0045
RHEFDIA/DIA WASHDC
RUEKJCS/SECDEF WASHINGTON DC
RUCNDT/USMISSION USUN NEW YORK 0271
RUEHNO/USMISSION USNATO 1814
RUEHGV/USMISSION GENEVA 1191

UNCLAS TASHKENT 000564

SIPDIS
SENSITIVE

DEPT FOR SCA/CEN

E.O. 12958: N/A

TAGS: [FAIR](#) [PREL](#) [PBTS](#) [UZ](#)

SUBJECT: GOVERNMENT OF UZBEKISTAN PROTESTS ANOTHER U.S.
CIVILIAN OVERFLIGHT

REF: TASHKENT 384

¶1. (U) On May 13, the Government of Uzbekistan (GOU) informed Post via diplomatic note that according to its aviation authorities, the aircrew of G-550 Pentastar Aviation Airlines Flight N940DC violated Uzbekistan's overflight procedures on April 22. The flight was en-route to Helsinki from Mumbai and provided notification to Uzbek aviation authorities one minute prior to crossing the border, while Uzbek law requires at least ten minutes advance notification. The GOU has requested that action be taken to prevent such violations in the future and that the USG inform it of actions taken against the aircrew of Pentastar Aviation Airlines responsible for violating Uzbekistan's overflight rules. (Note: The GOU had a similar complaint and request related to a Continental Airlines overflight in March, reftel. End note.)

¶2. (SBU) The GOU has complained on several occasions over the past two years about U.S. commercial carriers (and German aircraft) allegedly failing to observe Uzbekistan's overflight procedures. All of these have been flights that crossed into Uzbekistan from Afghanistan. When the Department of Defense and the Government of Germany contacted these airlines previously, the airlines noted that their pilots call in ten minutes prior to crossing into Uzbekistan's airspace. We suspect that the problem lies either with Uzbekistan's southern air traffic control on the ground or with communications interference from the Hindu Kush, and we plan to inform the Government of Uzbekistan of this in response to its most recent complaint.
NORLAND